population in general and for every 20,000 in tribal and hilly areas. The establishment of these centres comes under the State Sector Minimum Needs Programme, funds for which are allocated directly to the State Governments. It is proposed to fully achieve this norms by the end of Seventh Plan period. According to available information 2274 Primary Health Centres are functioning in the country.

To provide adequate Family Welfare and medical facilities in rual areas of the country by 2000 A.D. it is proposed:

(i) to provide one Health Guide for every village and at least one trained Dai in every village;

(ii) to provide a sub-centre with one male and one female multipurpose health worker for every 5,000 rural population in general and for every 3000 population in tribal and hilly areas;

(iii) to open new PHCs so as to ultimately have one Primary Health Centre for every 30,000 rural population in general and for every 20,000 population in tribal and hilly areas;

(iv) to provide facilities for treatment in basic specialities at upgraded Primary Health Centres|Community Health Centres, to be established in a phased manner, so that ultimately there is one upgraded PHC|CHC for every one lakh rural population.

The targets under the scheme of Training of Dais, Health Guides, Establishment of Sub-centres and Primary Health Centres are proposed to be achieved fully i.e. 100 per cent by the end of Seventh Plan. The establishment of Community Health Centres|Upgradation if PHCs will, however, be achieved 50 per cent by 1990.

Expenditure incurred for setting up Navodaya Schools

1479. SHRIMATI KANAK MUKHERJEE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the estimated expenditure likely to be incurred for establishing each Navodaya School;

(b) whether any syllabus has been prepared for these schools; and

(c) if so, what are its salient features?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO): (a) The Navodaya Vidalayas will be opened first where suitable buildings and land are made available. The expenditure on buildings and premises will vary from one Navodaya Vidalaya to another, depending on the offers received. Recurring expenditure on a Navodaya Vidalaya in the first year is estimated at Rs. 12.60 lakhs, which will increase as additional classes are opened.

(b) and (c) For the present the syllabus, of the Central Board of Secondary Education will be applied in Navodaya Vidalayas. The Navodaya Vidalaya Scheme envisages that these schools will have all the four streams, i.e. Humanities, Science, Commerce and Vocational. Physical education, Games, sports, yoga, cultural activities and fine arts, project work, hiking, visit to places of educational, cultural and historical interest and work experience will be promoted and adequate arrangements made for them.

Special attention will be paid to inculation of values as spelt out in the National Policy on Education. The student will share responsibility for cleanliness, for plantation of trees, and campus improvement.

Per capita outlay on education by the Central and State Governments

1480. SHRIMATI KANAK MUKHERJEE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the per capita outlay on education by the Central Government during the years 1984-85, 1985-86 and 1986-87; and

(b) the per capita outlay on education by each State during the same period?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO): (a) The per capita outlay on education by Education Department of the Government of India during the year 1984-85, 1985-86 and 1986-87 works out to Rs. 6, Rs. 7 and Rs. 9 respectively.

(b) A statement giving per capita outlay on education by the Education Department on each State|UT during the last three years 1983-84, 1984-85 and 1985-86, for which data is available, is attached.

Statement

(in Rs.)

Sl. No	State/Union Territory	(Per capita outlay on education)		
		1983-84	1984-85	1985-86
1	2	3	4	5
1	Andhra Pradesh	78	79	96
2	Assam	74	81	143
3	Bihar	63	60	60
4	Gujarat	67	82	134
5	Haryana	75	84	104
6	Himachal Pradesh	126	143	160
7	Jammu & Kashmir	97	109	126
8	Karnataka	68	79	94
9	Kerala	116	117	138
10	Madhya Pradesh	92	52	63
11	Maharashtra	77	88	100
12	Manipur	147	177	233
13	Meghalaya	91	115	164
14	Nagaland	248	245	346
15	Orissa	56	57	71
16	Punjab	100	106	129
17	Rajasthan	71	75	92
18	Sikkim	165	271	353
19	Tamil Nadu	71	79	89
20	Tripura	129	147	183
21	Uttar Pradesh	43	46	57
22	West Bengal	74	85	88
23	A & N Islands	304	354	570

1	2	3	4	5
24	Arunachal Pradesh	184	224	308
25	Chandigarh	310	258	416
26	Dadra & Nagar Haveli	108	135	188
27	Delhi	163	189	224
28	Goa, Daman & Diu	156	176	242
29	Lakshadweep	399	527	617
30	Mizoram	171	205	301
31	Pondicherry	151	185	230

New family welfare strategy

1481. SHRI KALPNATH RAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have finalised the new family welfare strategy;

(b) if so, the details of the same; and

(c) when the new strategy will be implemented?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) The Draft Revised Strategy for the National Family Welfare Programme is in the process of finalisation.

Air Pollution by DTC Buses

1482. SHRI PAWAN KUMAR BANSAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what steps have been taken to check serious air pollution by DTC buses in Delhi;

(b) what is the periodicity of the inspection carried out to check the smoke emitted by these buses;

(c) what has been the performance cost effectiveness and viability of the battery operated pollution free buses introduced recently; and

(d) whether there is any plan to ply more such buses in the near future?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) With a view to check air pollution by its buses the DTC takes the following steps:

(i) Besides daily visual check of each bus before outshedding and ensuring that no bus which emits excess smoke is outshedded, there is at regular intervals checking of the vehicles with the help of smoke meters.

(ii) Strict enforcement of preventive maintenance schedule.

(b) All the vehicles before out-shedding are checked in the morning.

(c) As per information received from the Delhi Administration, who run the battery buses, no detailed cost benefits analysis has been carried out. The battery buses introduced in May, 1985 have proved successful and are serving the twin purpose of providing pollution free, noise free and clean service to the commuters in the crowded parts of the city in Delhi.

(d) The Delhi Administration proposes to add more battery buses in the near future.